Fort Hood Flight Safety and Standardization Committee Garrison Airfield Operations Board (AOB)

2nd Quarter FY 11

III Corps

Phantom Warriors

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- **Opening Comments:**

III Corps
Phantom Warriors

FHFSSC – Old Business

- **Issue**: Sling Load Weights
- **Discussion**: HISTORY: Ron Deshotel, Ft. Hood Safety, discussed the sling load weights at Flight Strip 41. They are in poor repair and have no record of certification. III Corps has been in the process of getting bids to build sling load weights that meet current building and safety requirements. Funding will be an issue. In all likelihood, user units will have to fund the construction of these weights. Preliminary figures indicated a cost of approx $10,000 to build these weights. This figure does not include special stainless steel hardware that is required for which cost estimates are still due.
- **Status - Open**: Ron Deshotel gave a final estimate to build the four weights at $20,000±10% with a build completion time somewhere in Feb 11. The UH-60 community requested another weight be added for hoist operations training. Ron Deshotel agreed to get another estimate for this weight and contact CW5 Green with the new numbers. COL Lamb reviewed and determined that besides yet another delay in construction, the final estimate is already several thousand dollars over the initial estimates and is at the limit of the funds that the 21st Cav Brigade has made available for the project. Ron Deshotel has been given the green light to engage the contract.

FHFSSC – Old Business

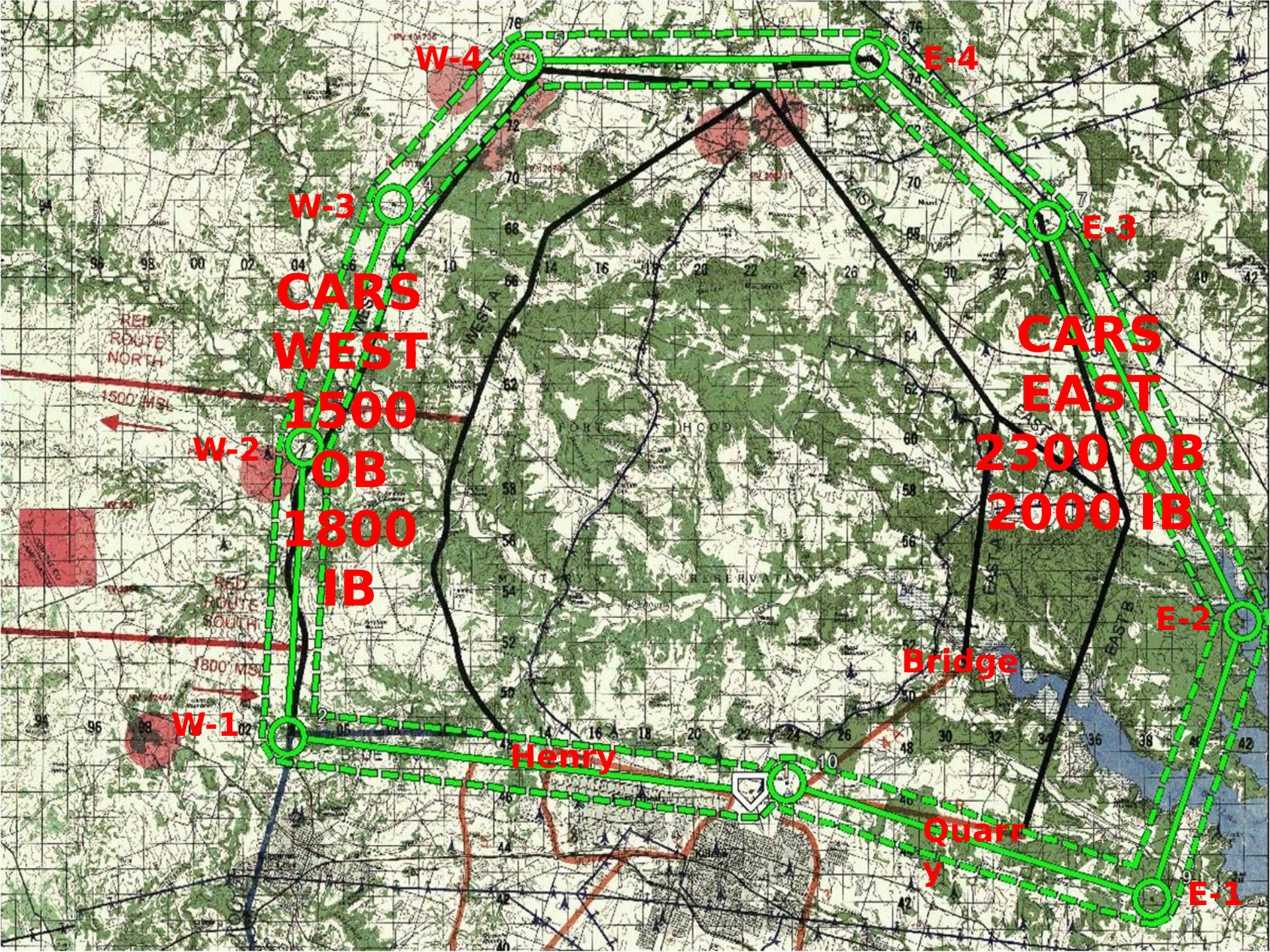
- **Issue**: ROZ utilization.
- **Discussion**: Unoccupied ROZs
- Flight Strip 50 was operational by NOTAM as a ROZ for the week of 31 January 11 and was not occupied on Thursday or Friday. (NOT the only instance).
- The last quarter meeting directed a committee meet in order to come up with ways to prevent this misuse of airspace and assets. A proposed solution arose as part of the results of the Airspace Proposal

FHFSSC – Old Business

- **Issue**: AH64 CCA/diving fire training on the reservation being interrupted by aircraft flying the CARS.

- **Discussion:** HISTORY: CW5 Ham made a proposal to changes in the CARS and airspace scheduling. He was charged with formalizing his ideas and presenting them to a sub committee consisting of DAO Airspace, III Corps G-3 and Standards and a representation from all tenant units who want to attend. The results of this sub-committee were to be presented at the next Installation Safety and Standardization Council meeting.

- **Status: Open:** The Sub Committee met for a second time on 8 Feb with the following recommendations.


W-4
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CARS
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Bridge
W-1
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y
E-1
RED
ROUTE
NORTH
1500' MSL
RED
ROUTE
SOUTH
1800' MSL
WEST A
EAST A
EAST B
FORT HOOD
MILITARY RESERVATION

Airspace Change Summary
CARS

- CARS “ALPHA” ring no longer exists
- Remaining two CARS are renamed “West” and “East” and the checkpoint names will be replaced with numbers.
- Check Points for entry into the Hood AAF Class D airspace from the cars are **Henry** and **Quarry**
- CARS East inbound/outbound altitudes changed from 1500/1800 to 2000/2300 feet to avoid Eagle Nesting.
- CARS Echo 3 and Echo 4 will be the North and South Entry to NFH traffic from the CARS.

Airspace Change Summary

Red-line

- Dimension are from the red-line out 500m, surface to 200’ AGL.
- Rules of the Road Apply. Northbound traffic on the East side will be 500m East of the red-line. Northbound traffic on the West side will be adjacent/above the red-line.
- Checkpoints for entry into class D airspace at HAAF are CP **Henry** (Aircraft will be at normal Corridor Altitude) and CP **Bridge** Aircraft will be low level and may proceed low level but may be requested to report quarry where they need to be at normal Corridor altitude.
- ****Scheduled airspace does ***NOT*** automatically include the Red-line route. The route is essentially a tunnel below any scheduled airspace. The route can be specifically requested for high density traffic between TAs and the Range such as gunnery running fire events or UAS operations.

Airspace Change Summary

Scheduling of Airspace

- “Scheduled” Airspace scheduling procedures will be similar to the current procedures for scheduling “Sole Use” airspace. The airspace above the training areas requested will now include airspace from surface to 5000’ MSL and specifics will be disseminated by NOTAM in the form of a ROZ.
- Units will be responsible to “Activate” and “Close” the Scheduled Airspace when they occupy and leave and are responsible to monitor the appropriate east and west side frequencies during occupation. Failure to do so will result in the removal of the ROZ and NOTAM. Battalion Commanders or higher may request reinstatement.
- Requests for Scheduled Airspace will not be accepted below Battalion S-3 level or higher.
- Scheduled Airspace will be requested NLT 7 working days prior to the event.
- Scheduled Airspace may be requested within less than 7 working days prior to the event by Battalion Commander or higher.
- In no case will Scheduled Airspace requests be accepted within 24 hours of the event. It is not logistically possible.
- It is Pilot responsibility to be aware of all NOTAMS. Hood Radio will make a blanket announcement of the activation and closure of ROZs but will not be required to recite the status of all ROZs with each new Pilot contact.

Airspace Change Summary Implementation

- Prior to Implementation there will be a downloadable copy of this Power Point presentation, a Falcon View file with all posted changes and an electronic copy of the CARS map on the Ft. Hood Pilot Tools Web.

Airspace Change Summary Implementation

- Date of implementation is to be decided at this meeting.
- Prior to Implementation there will be a downloadable copy of this Power Point presentation, a Falcon View file with all posted changes and an electronic copy of the CARS map on the Ft. Hood Pilot Tools Web.
- Will not require a complete map issue. Units and crews may make “Pen and Ink” changes to current CARS maps or may reprint at unit level until Post Wide dissemination can be made.
- A Local Area Orientation flight will NOT be required.
- After implementation, Pilots will not fly the new CARS without a briefing and updated CARS map information. Briefing will cover all altitude, corridor and checkpoint changes and may be conducted one on one or as a class or in a Pilot’s briefing as deemed by the unit. ~~Since these changes are a significant change to the local area operating rules, receipt of the briefing will be documented in each IATF.~~

FHFSSC – New Business

- **Issue**: FH 95-1 Updates
- **Discussion**: Changes to FH 95-1 have been many and extensive over the past two years and the current record of changes have to be siphoned from all the minutes.
- An updated FH 95-1 is on the way and should be available soon.
- After this FH 95-1 is posted, along with each quarterly briefing and minutes, we will post an errata sheet for FH 95-1 changes to the Pilot's Tools Web site.

FHFSSC – New Business

- **Issue**: UAS Pre-Accident Plan and FH 95-23
- **Discussion**: Per Gary Tomlin

FHFSSC – New Business

- **Issue**: TRIMAX 30 Update
- **Discussion**: Per DOL

Proposed Aerostat Usage
504th BFSB CERTEX 2011

MISSION

- AEROSTAT WILL FUNCTION AS BOTH A BASE DEFENSE ASSET FOR THE NORTH FORT HOOD FOB AND A SIMULATED UAV FOR THE QALAT AND SPIN BOLDAK LANES

CONCEPT OF OPERATIONS

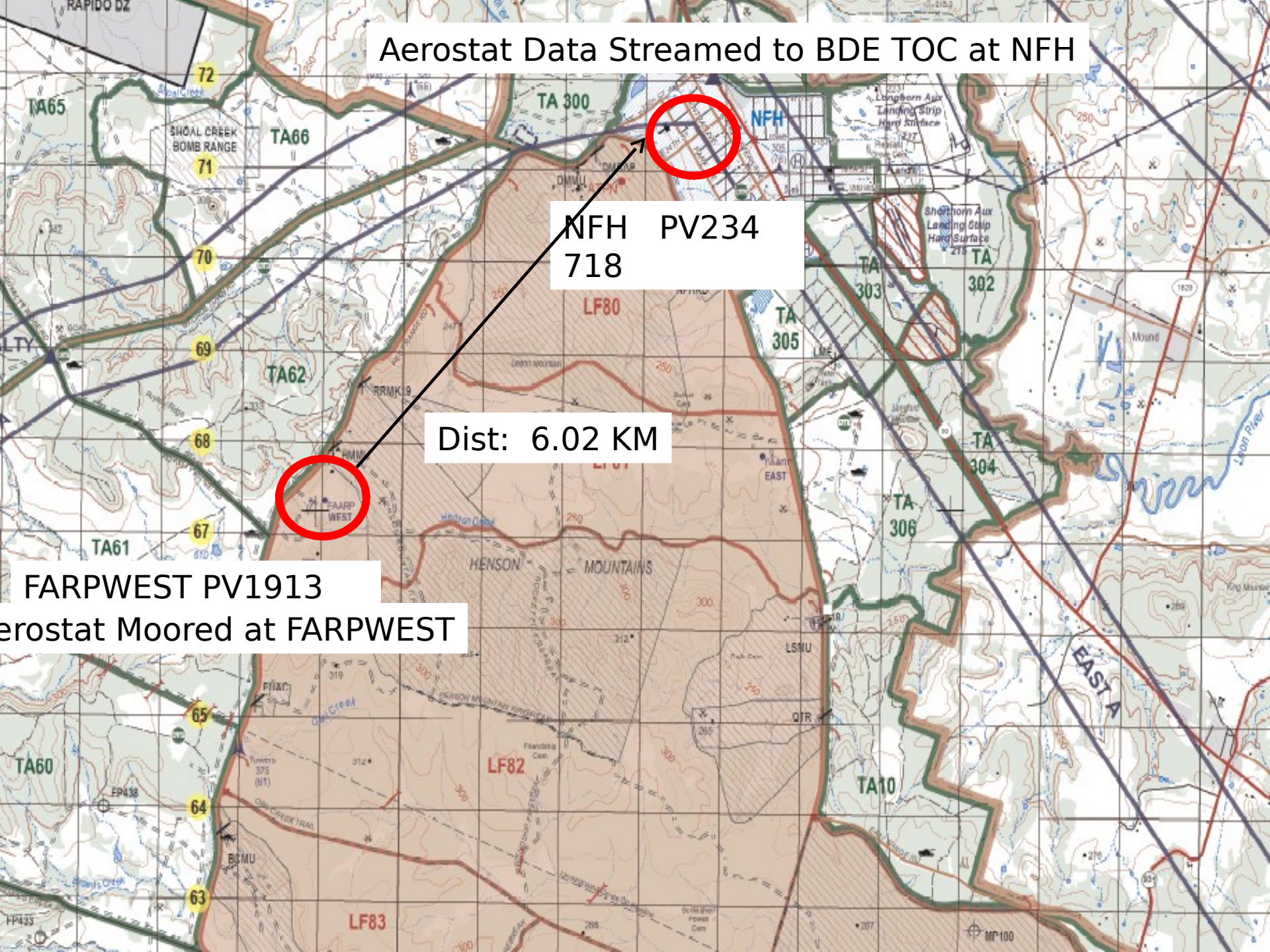
- AEROSTAT WILL OPERATE FROM 0600 TO 1800 FROM THE 28FEB11 THROUGH 11MAR11 FROM FARPWEST SITE
- AEROSTAT SETUP BEGINS 24FEB11
- DURING LANE INJECTS, UPON REQUEST FROM TEAMS THE AEROSTAT WILL PROVIDE "UAV" SUPPORT TO OSRVT TABLETS
- OTHERWISE, BALLOON WILL PROVIDE BASE DEFENSE COVERAGE TO NFH

SERVICE AND SUPPORT

- DIG PERMITS IN ORDER TO GROUND GENERATORS AND MOORING LINE
- ENSURE FOOD AND HOUSING PLANS ARE IMPLEMENTED
- FUEL AND HYGIENE SUPPORT HAS BEEN ARRANGED THROUGH BDE S-4

COMMAND AND SIGNAL

- AEROSTAT WILL BE LOCATED AT FARPWEST, OPERATOR WILL BE CO-LOCATED IN 504TH TOC
- SIGNAL WILL BE A LOS "RED EYE" SHOT TO THE TOC
- AEROSTAT WILL TRANSMIT DIRECTLY


Aerostat Data Streamed to BDE TOC at NFH
NFH PV234
718
Dist: 6.02 KM
FARPWEST PV1913
erostat Moored at FARPWEST
NFH
FARP WEST
TA 300
TA65
TA66
TA62
TA61
TA60
TA 303
TA 302
TA 305
TA 304
TA 306
TA10
LF80
LF82
LF83
HENSON MOUNTAINS
SHOAL CREEK BOMB RANGE
RAPIDO DZ
EAST A
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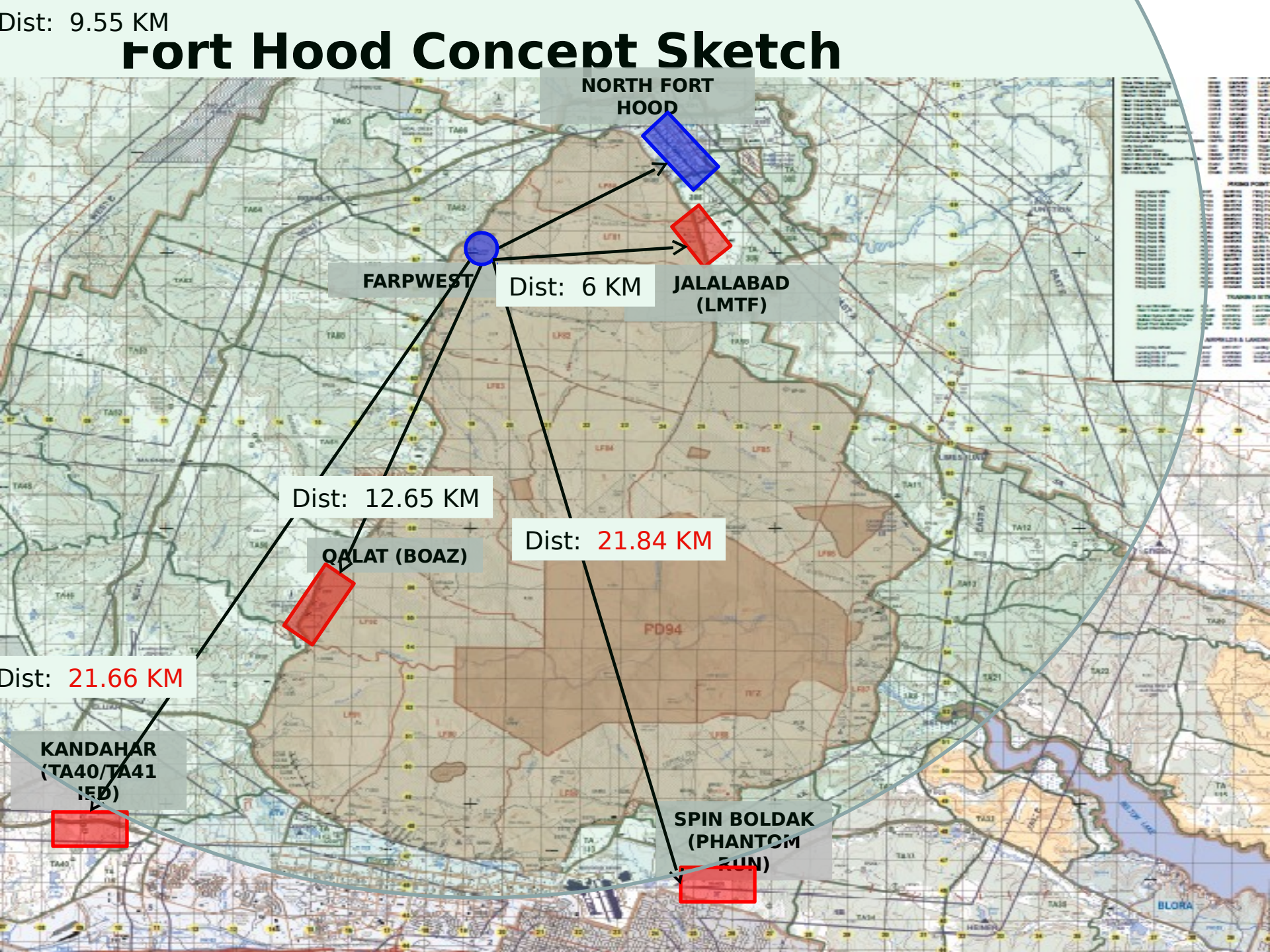
Dist: 9.55 KM
Fort Hood Concept Sketch
NORTH FORT HOOD
FARPWEST
Dist: 6 KM
JALALABAD (LMTF)
Dist: 12.65 KM
QALAT (BOAZ)
Dist: 21.84 KM
PD94
Dist: 21.66 KM
KANDAHAR (TA40/TA41
SPIN BOLDAK (PHANTOM
BLORA

Open Forum

Fort Hood Flight Safety and Standardization Committee (FHFSSC)

- Closing Comments

- Per previous minutes, the 3rd Quarter FY 11 will be held on the 2nd Thursday of the 2nd month of the appropriate Quarter at 10:00 hrs. which will be Thursday, 12 May 2011. It will be held in the classroom of Bldg. 729 on HAAF.